

# BookletChart™

## Penobscot River

NOAA Chart 13309

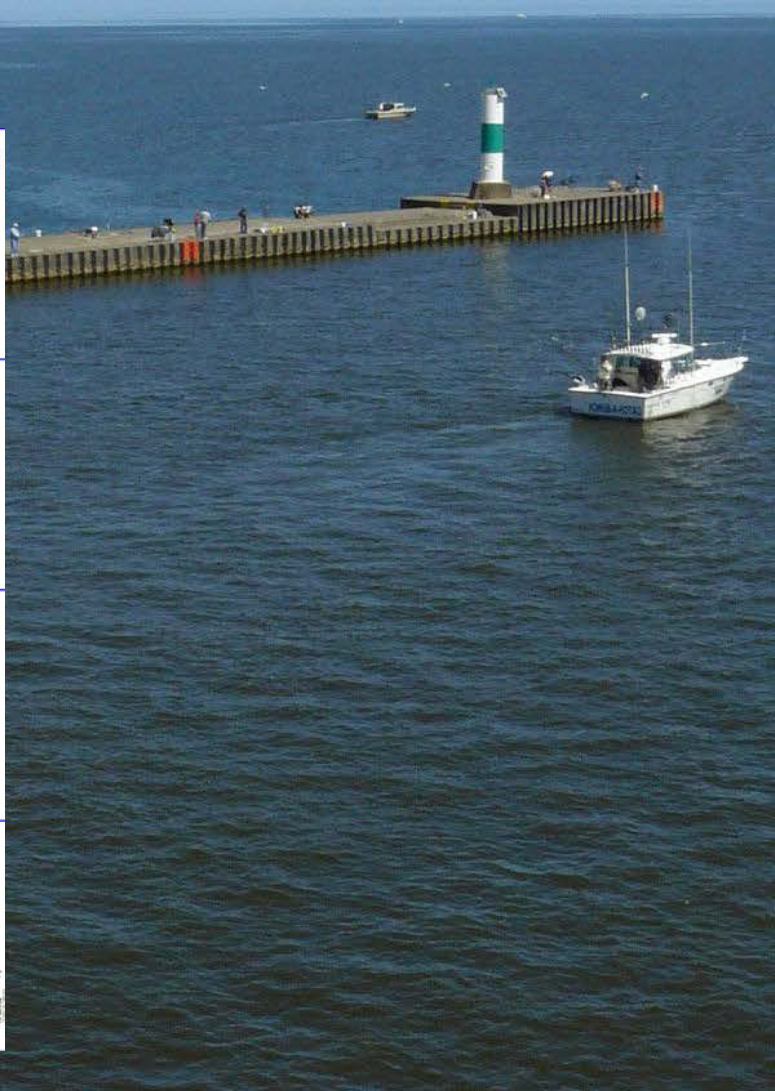
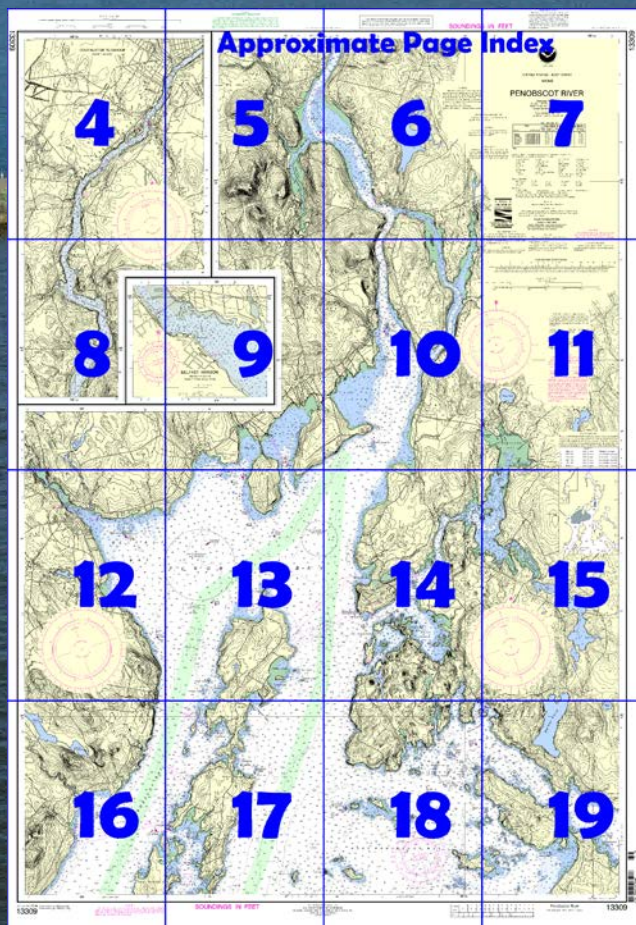


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13309>.



#### (Selected Excerpts from Coast Pilot)

**Eggemoggin Reach** is a broad and deep thoroughfare which extends in a general northwesterly-southeasterly direction between the mainland and Deer Isle, and joins Jericho Bay with East Penobscot Bay. The eastern entrance to Eggemoggin Reach is well marked by **Devils Head** (44°13.3'N., 68°32.8'W.), a prominent, high, rock bluff on the south end of **Hog Island**, 2.8 miles west of Pond Island. Off the western entrance are **Head of the Cape** at the

southwest extremity of **Cape Rosier**, high and thickly wooded; a light on **Green Ledge**, 1.3 miles south of Head of the Cape; and an abandoned lighthouse tower on **Pumpkin Island**, 3.6 miles east of Head of the Cape.

The depth in the main channel through Eggemoggin Reach is sufficient for deep-draft vessels, but the channel is narrow and the bottom is irregular in places. The principal dangers are buoyed and can be easily avoided in the daytime and in clear weather. An unmarked rocky spot, covered 27 feet, lies about 250 yards southeastward of the north tower of the Deer Isle-Sedgwick Bridge.

Vessels can anchor anywhere in the reach where the depth is suitable and the bottom soft, making a lee of either shore, according to the wind. Small craft anchor in the coves off the reach. A submarine cable extends northeasterly from Little Babson Island to the mainland. Caution is advised.

The **Deer Isle-Sedgwick Bridge** (State Route 175), a suspension-type fixed highway bridge, crosses Eggemoggin Reach between Byard Point and Little Deer Isle. The bridge has a clearance of 85 feet for a midwidth of 200 feet. The village of **Little Deer Isle** is near the south end of the bridge.

**Howard Ledges**, on the south side of Eggemoggin Reach about 1.4 miles northwestward of the bridge, are covered 1 to 9 feet and marked by a buoy on the northwestern end.

**Eggemoggin** is a summer resort with several private float landings at the northwest end of Little Deer Isle, southeastward of Pumpkin Island. Several boatsheds, where small craft are hauled out for winter storage, are at Eggemoggin.

**Bucks Harbor**, on the north side of Eggemoggin Reach opposite Eggemoggin, affords excellent anchorage and is often used by small vessels. **Harbor Island**, in the middle of the harbor, has a good channel around it which forms the anchorage. Shoals extend 250 yards off the northeast side of Harbor Island, and the channel is narrow between them and the shore northeastward. **Harbor Ledge**, covered 5 feet at the north end of the shoals, is marked by a lighted buoy. The channel between the ledge and the northern shore has a depth of 23 feet. Small craft can anchor in the bight on the northeast side of Harbor Island. The best anchorage is west and northwestward of Harbor Island in depths of 28 to 37 feet.

**South Brooksville**, a village at the head of Bucks Harbor, has a marina with 5 to 8 feet reported alongside its float landing. Bucks Harbor Yacht Club, close westward of the marina, has a float landing with 12 feet alongside. Gasoline, diesel fuel, water, ice, and some marine supplies are available at the marina.

**Orcutt Harbor**, just westward of Bucks Harbor, is about 1.3 miles long and 500 yards wide. Good anchorage is available in depths of 14 to 52 feet in the middle of the harbor northward of a small wooded islet on the western side near the entrance. A reef, awash at low water, extends 300 yards southward from **Condon Point**, on the east side of the entrance. When northward of this reef, favor the eastern side of the entrance to avoid a rock covered 5 feet nearly 200 yards from the western shore and the same distance southward of the wooded islet. In the slight expansion 0.5 mile above the islet, care must be taken to avoid two rocks covered 5 feet, one of which is 200 yards from the western shore and the other 150 yards from the southeast side of the expansion. A boatyard is at the head of the cove making into the east side of the harbor, about 0.6 mile northward of Condon Point. The second rock described above, covered 5 feet, is on the south side of the entrance. Another boatyard with a marine railway is at the head of Orcutt Harbor; craft up to 45 feet in length can be hauled out for engine and minor hull repairs; open storage is available.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston	Commander	
	1st CG District	(617) 223-8555
	Boston, MA	

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

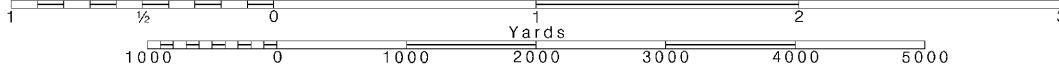


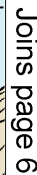
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

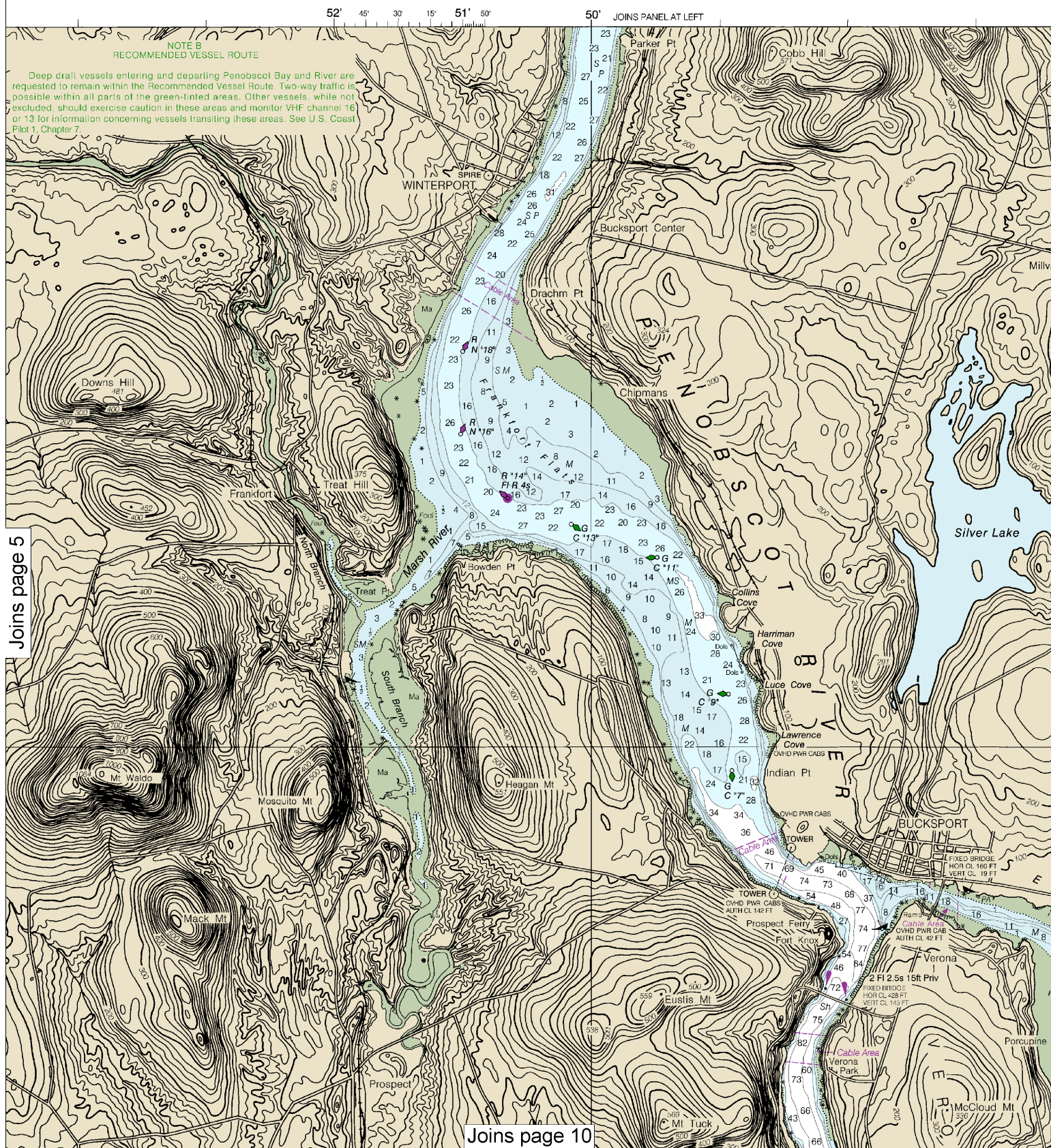


See Note on page 5.





# 5



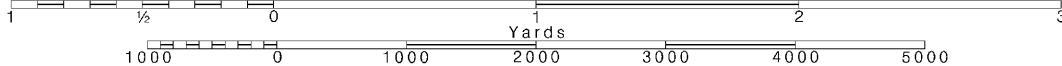
6

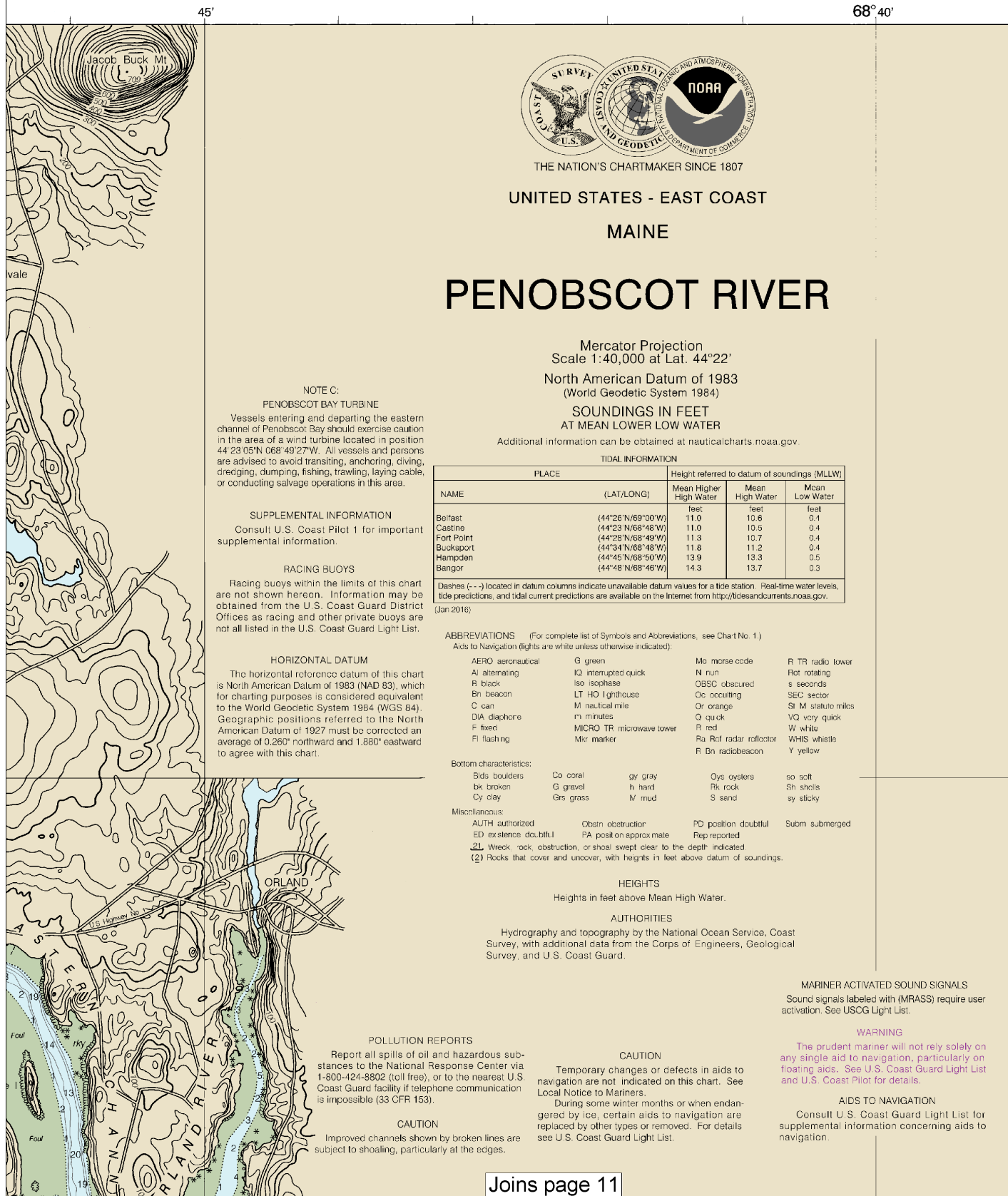
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



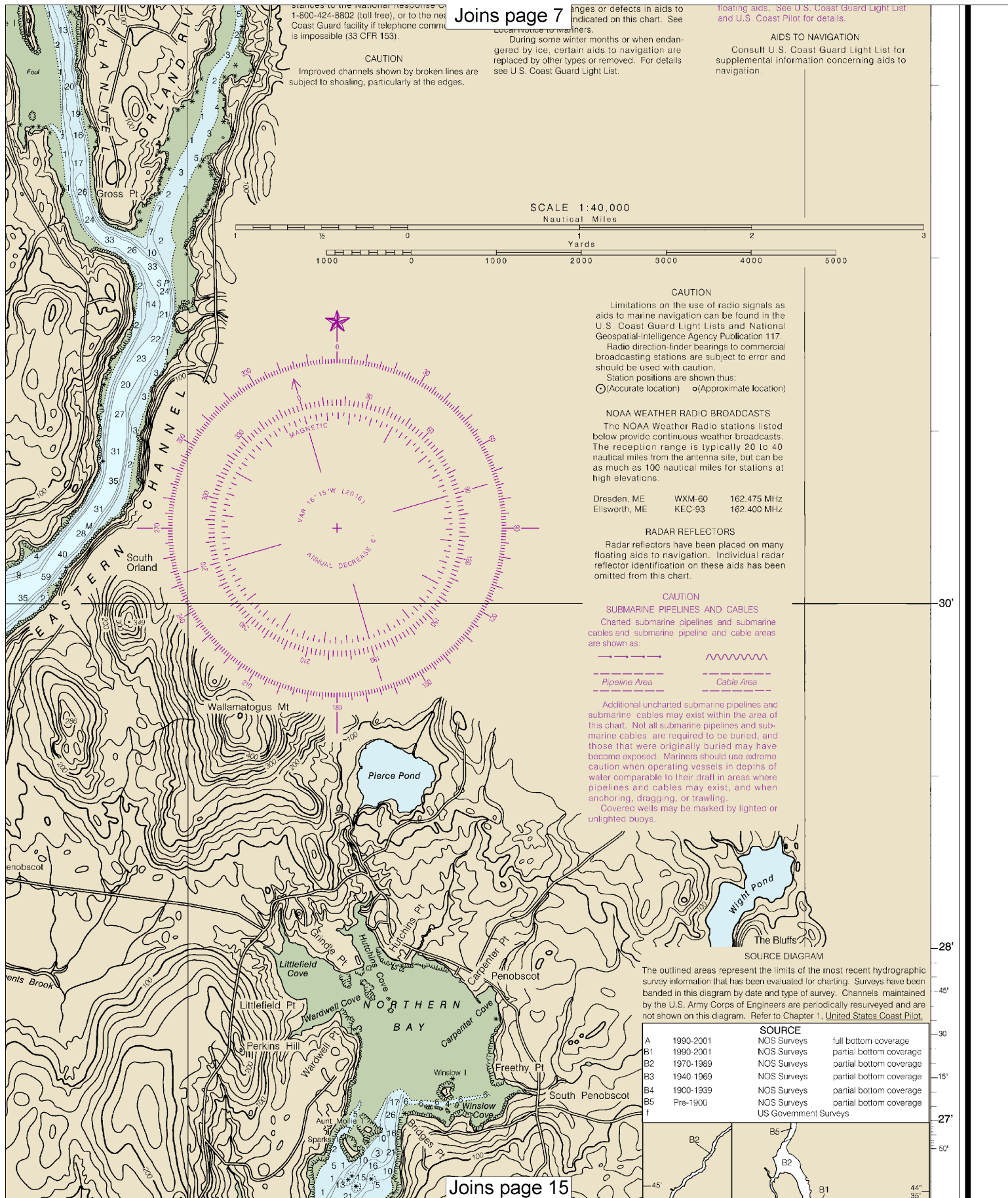


Joins page 11





This is a detailed nautical chart of the Fort Point Harbor area. The chart features depth soundings in fathoms and meters, indicating the depth of the water. Land features are shown with contour lines and labels such as 'Fort Point', 'Long Cove', 'Sandy Point', 'Gondola Cove', 'Fort Pt Ledge', 'Stockton Springs', 'Cape Melis', 'Squaw Pt', 'Squaw Head', 'Wilson Pt', 'Morse Cove', 'Kidder Pt', 'Long Cove Ledge', 'Sears Station', 'Mack Pt', 'Long Cove Brook', 'CH SP', 'Pipes', 'Run', 'States', 'Platforms', 'Moving buoys', 'Pipelines', 'Long Cove Ledge G C 7', 'Long Cove Ledge G C 4s', 'Long Cove Ledge G C 3s', 'Long Cove Ledge G C 2s', 'Long Cove Ledge G C 1s', 'Long Cove Ledge G C 0s', 'Long Cove Ledge G C -1s', 'Long Cove Ledge G C -2s', 'Long Cove Ledge G C -3s', 'Long Cove Ledge G C -4s', 'Long Cove Ledge G C -5s', 'Long Cove Ledge G C -6s', 'Long Cove Ledge G C -7s', 'Long Cove Ledge G C -8s', 'Long Cove Ledge G C -9s', 'Long Cove Ledge G C -10s', 'Long Cove Ledge G C -11s', 'Long Cove Ledge G C -12s', 'Long Cove Ledge G C -13s', 'Long Cove Ledge G C -14s', 'Long Cove Ledge G C -15s', 'Long Cove Ledge G C -16s', 'Long Cove Ledge G C -17s', 'Long Cove Ledge G C -18s', 'Long Cove Ledge G C -19s', 'Long Cove Ledge G C -20s', 'Long Cove Ledge G C -21s', 'Long Cove Ledge G C -22s', 'Long Cove Ledge G C -23s', 'Long Cove Ledge G C -24s', 'Long Cove Ledge G C -25s', 'Long Cove Ledge G C -26s', 'Long Cove Ledge G C -27s', 'Long Cove Ledge G C -28s', 'Long Cove Ledge G C -29s', 'Long Cove Ledge G C -30s', 'Long Cove Ledge G C -31s', 'Long Cove Ledge G C -32s', 'Long Cove Ledge G C -33s', 'Long Cove Ledge G C -34s', 'Long Cove Ledge G C -35s', 'Long Cove Ledge G C -36s', 'Long Cove Ledge G C -37s', 'Long Cove Ledge G C -38s', 'Long Cove Ledge G C -39s', 'Long Cove Ledge G C -40s', 'Long Cove Ledge G C -41s', 'Long Cove Ledge G C -42s', 'Long Cove Ledge G C -43s', 'Long Cove Ledge G C -44s', 'Long Cove Ledge G C -45s', 'Long Cove Ledge G C -46s', 'Long Cove Ledge G C -47s', 'Long Cove Ledge G C -48s', 'Long Cove Ledge G C -49s', 'Long Cove Ledge G C -50s', 'Long Cove Ledge G C -51s', 'Long Cove Ledge G C -52s', 'Long Cove Ledge G C -53s', 'Long Cove Ledge G C -54s', 'Long Cove Ledge G C -55s', 'Long Cove Ledge G C -56s', 'Long Cove Ledge G C -57s', 'Long Cove Ledge G C -58s', 'Long Cove Ledge G C -59s', 'Long Cove Ledge G C -60s', 'Long Cove Ledge G C -61s', 'Long Cove Ledge G C -62s', 'Long Cove Ledge G C -63s', 'Long Cove Ledge G C -64s', 'Long Cove Ledge G C -65s', 'Long Cove Ledge G C -66s', 'Long Cove Ledge G C -67s', 'Long Cove Ledge G C -68s', 'Long Cove Ledge G C -69s', 'Long Cove Ledge G C -70s', 'Long Cove Ledge G C -71s', 'Long Cove Ledge G C -72s', 'Long Cove Ledge G C -73s', 'Long Cove Ledge G C -74s', 'Long Cove Ledge G C -75s', 'Long Cove Ledge G C -76s', 'Long Cove Ledge G C -77s', 'Long Cove Ledge G C -78s', 'Long Cove Ledge G C -79s', 'Long Cove Ledge G C -80s', 'Long Cove Ledge G C -81s', 'Long Cove Ledge G C -82s', 'Long Cove Ledge G C -83s', 'Long Cove Ledge G C -84s', 'Long Cove Ledge G C -85s', 'Long Cove Ledge G C -86s', 'Long Cove Ledge G C -87s', 'Long Cove Ledge G C -88s', 'Long Cove Ledge G C -89s', 'Long Cove Ledge G C -90s', 'Long Cove Ledge G C -91s', 'Long Cove Ledge G C -92s', 'Long Cove Ledge G C -93s', 'Long Cove Ledge G C -94s', 'Long Cove Ledge G C -95s', 'Long Cove Ledge G C -96s', 'Long Cove Ledge G C -97s', 'Long Cove Ledge G C -98s', 'Long Cove Ledge G C -99s', 'Long Cove Ledge G C -100s'. The chart also includes labels for 'Joins page 6' and 'Joins page 14'. A small inset map in the top left shows the 'GOOSE RIVER' area with a coordinate grid.



Joins page 8

27° 50'

25°

Bryant's Corner

Passagawassawakeag River

FIXED BRIDGE HOR CL 138 FT VERT CL 88 FT

Cable Area

FIXED FOOT BRIDGE HOR CL 80 FT VERT CL 9 FT

BELFAST

Little River

Dog Island Corner

Dam

Belfast Res No 1

Brown's Head

Bayside

Mount Percival

Temple Heights

Beech Hill

Joins page 16

Beech Hill

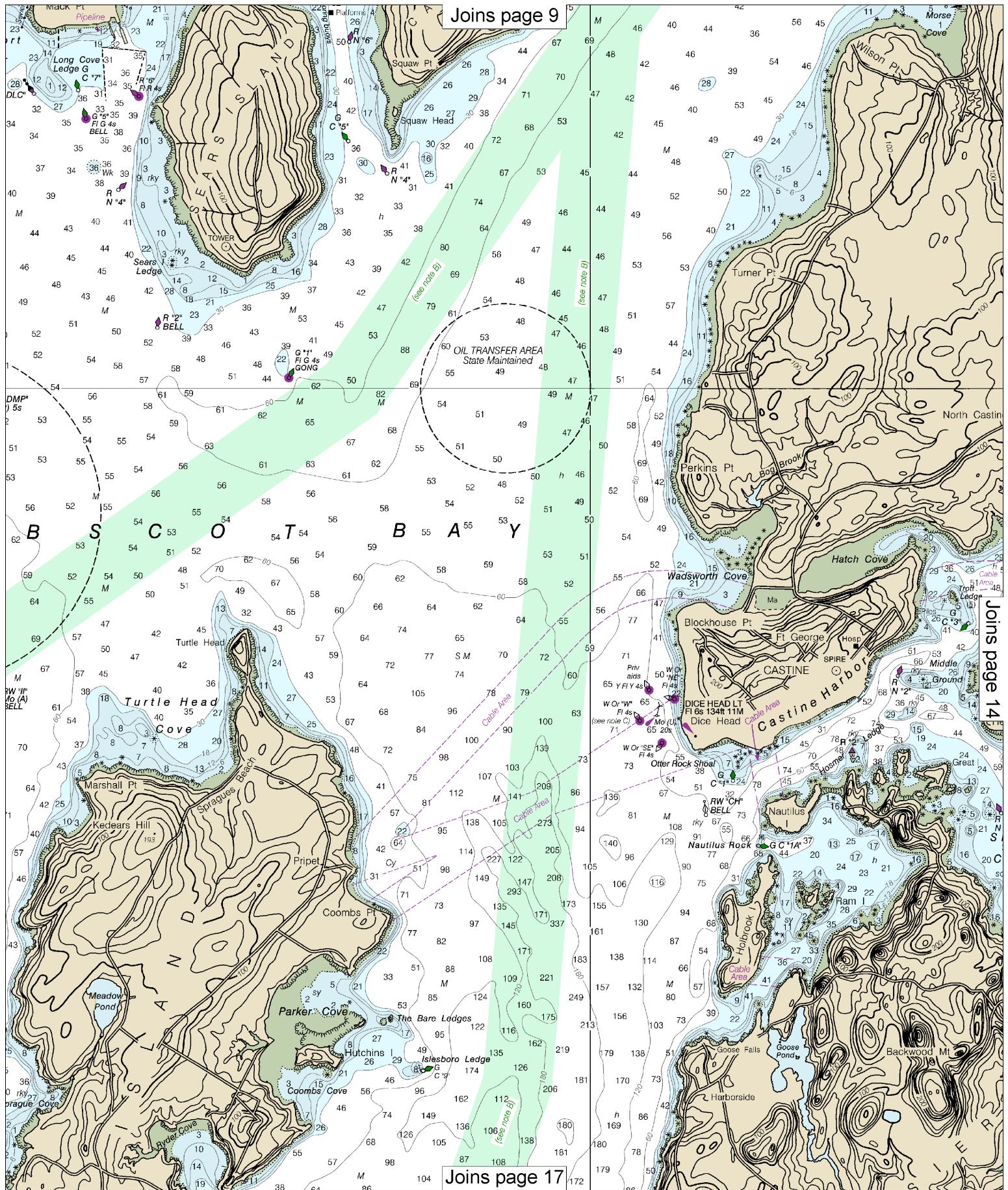
Joins page 16

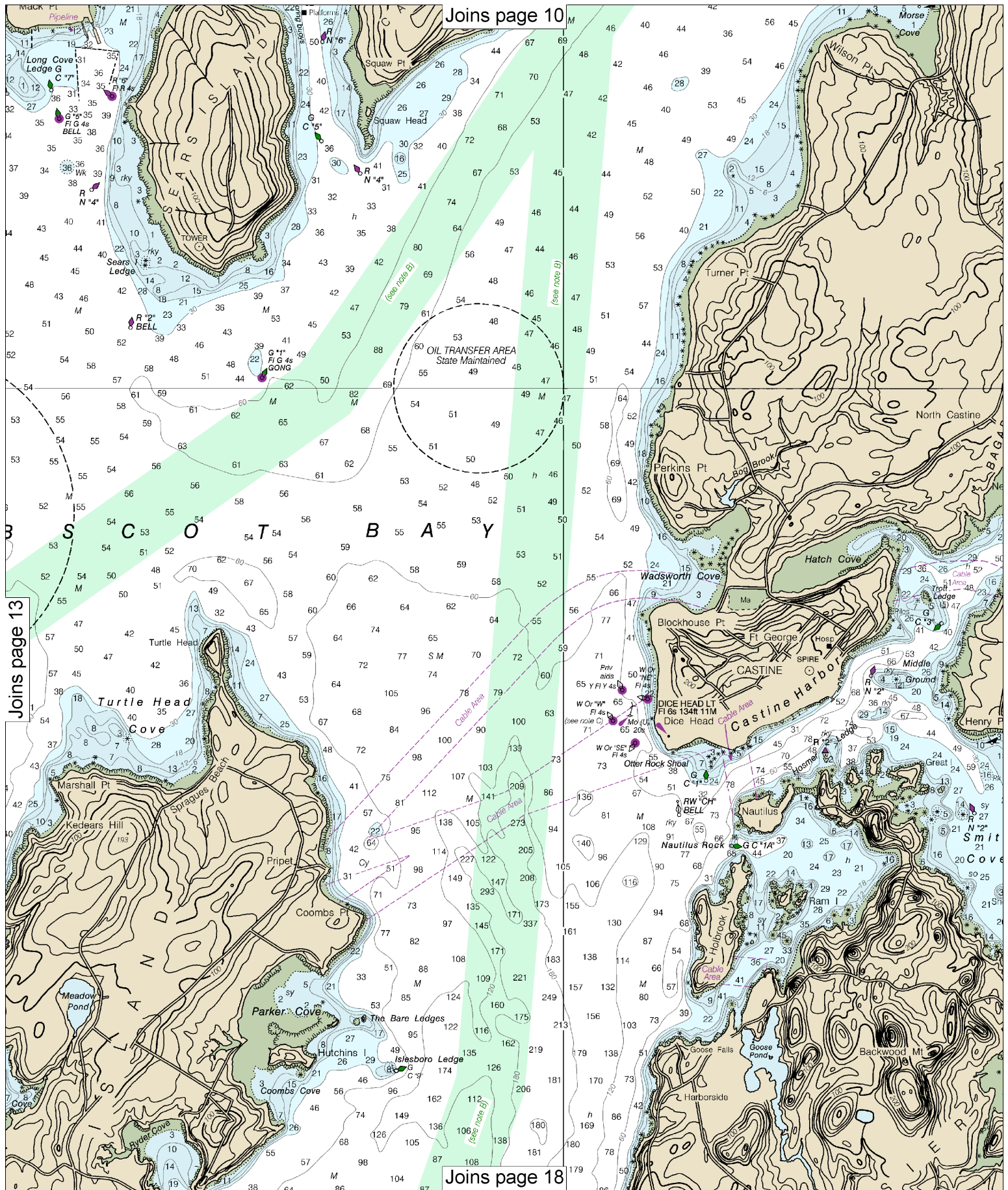
68 198 120 72 50 10 13 7

Note: Chart grid lines are aligned with true north.

~~SCALE 1:40,000~~  
Nautical Miles

The top number line is labeled "Yards" and has tick marks at 1,  $\frac{1}{2}$ , 0, 1, 2, and 3. The bottom number line has tick marks at 1000, 0, 1000, 2000, 3000, 4000, and 5000.



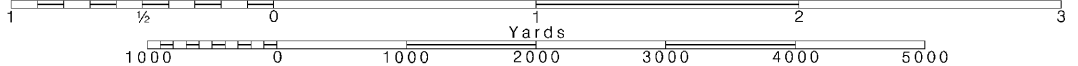


Note: Chart grid lines are aligned with true north.

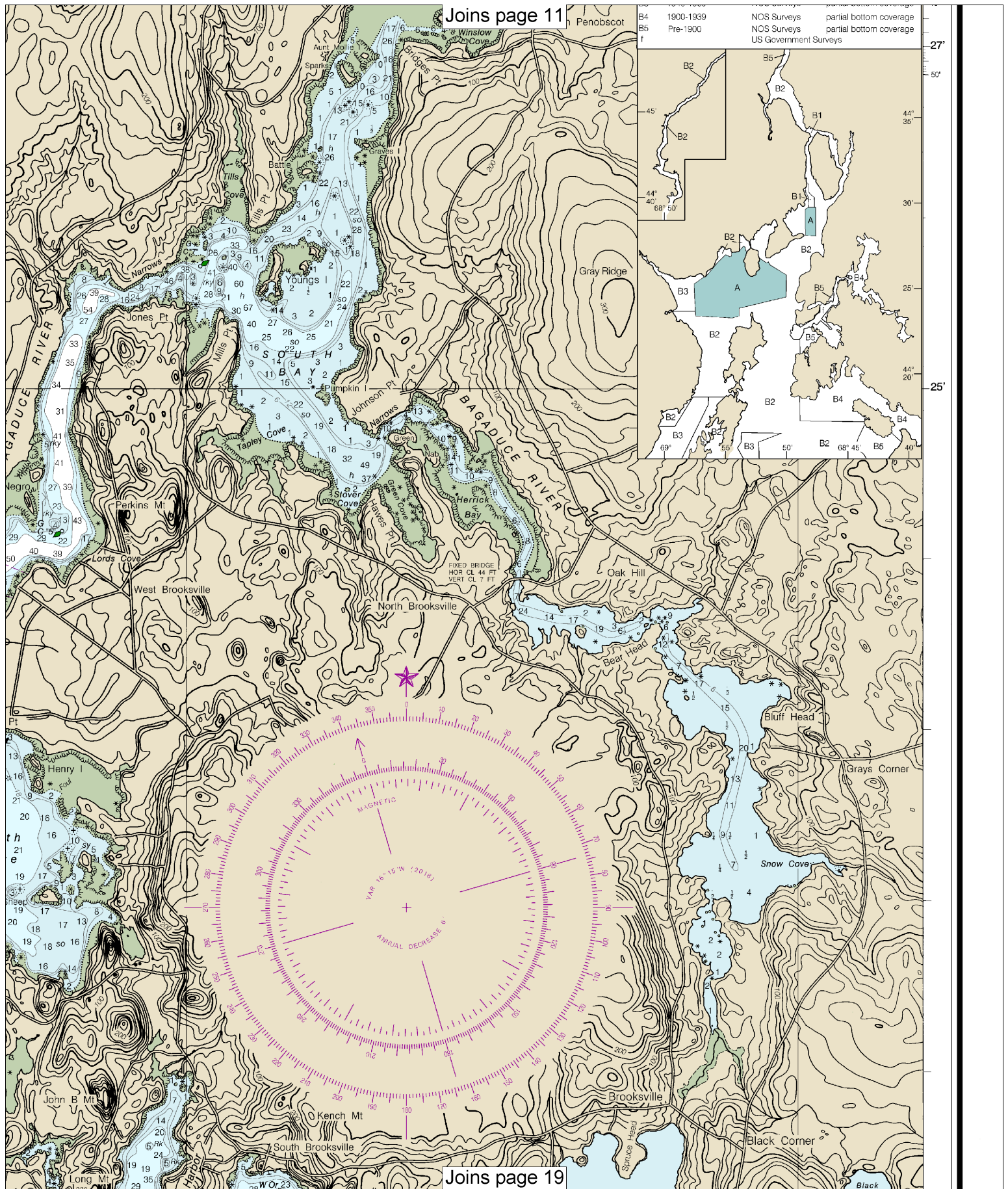
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

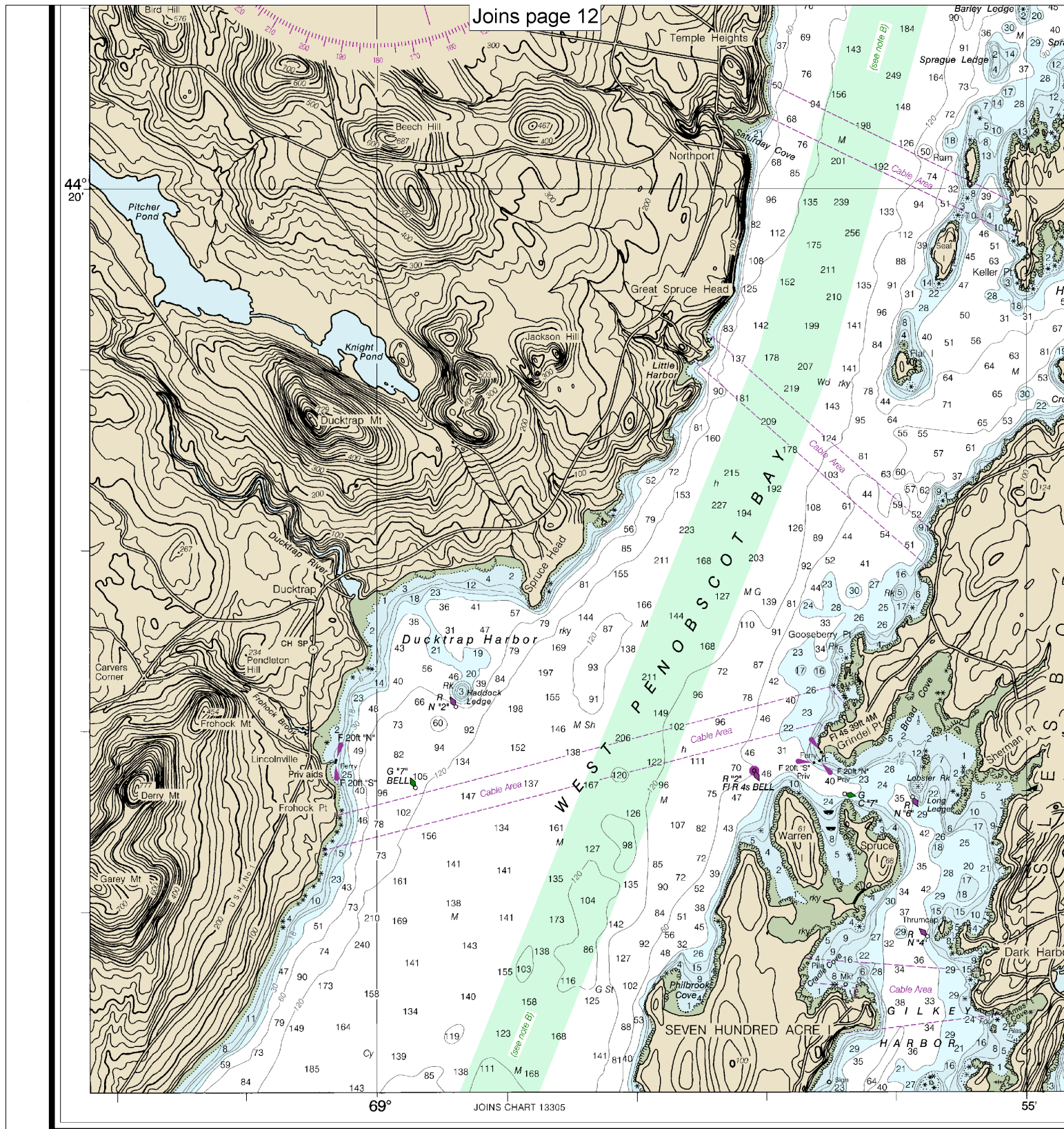
See Note on page 5.



Joins page 11



Joins page 19



30th Ed., Feb. 2016

**13309**

Last Correction: 10/28/2016. Cleared through:  
 LNM: 4616 (11/15/2016), NM: 4816 (11/26/2016), CHS: 1016 (10/28/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**SOUNDING**

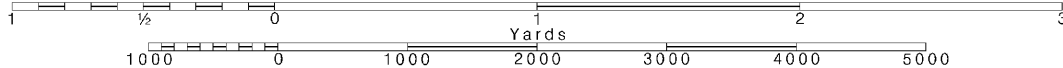
**16**

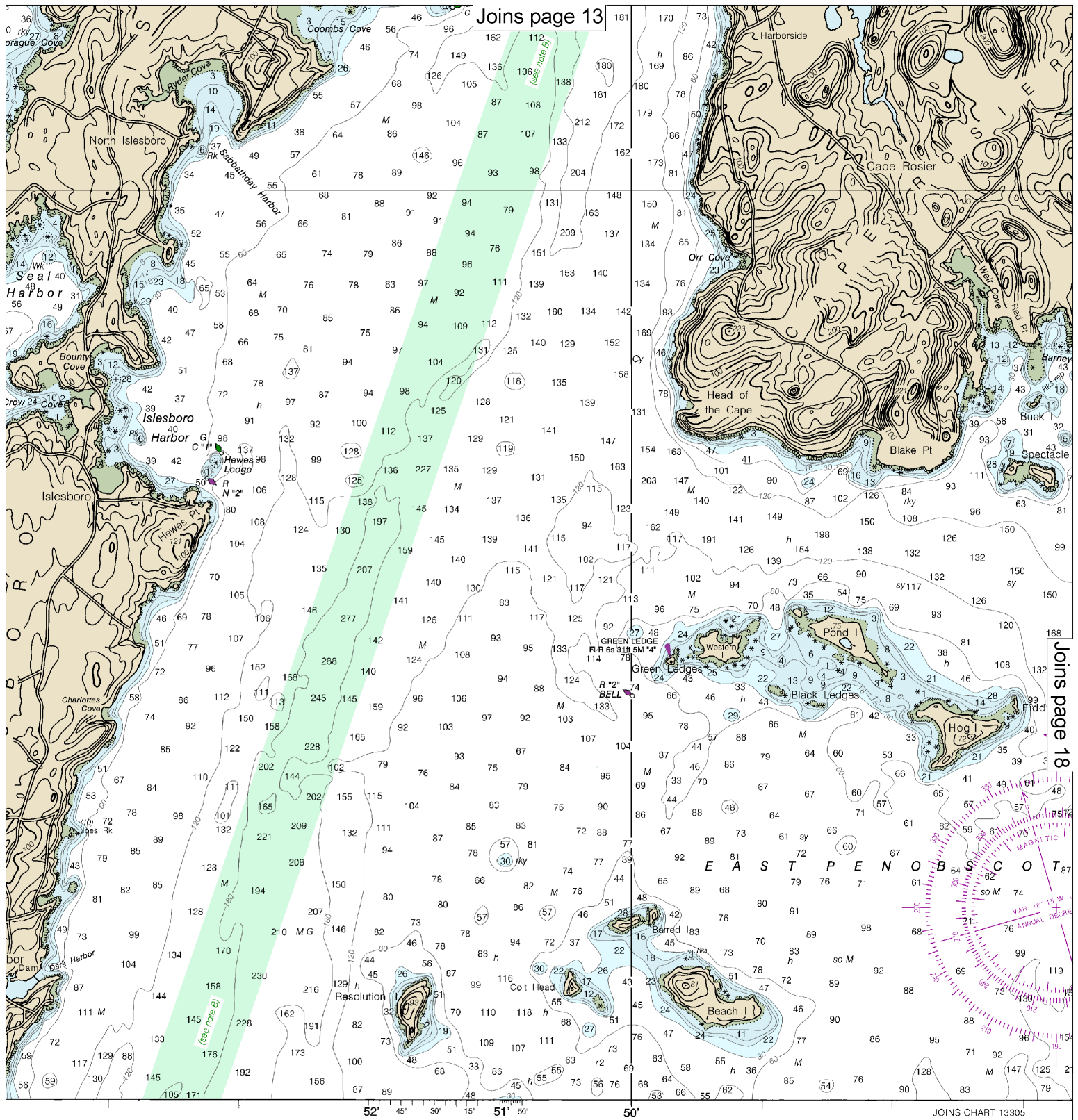
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

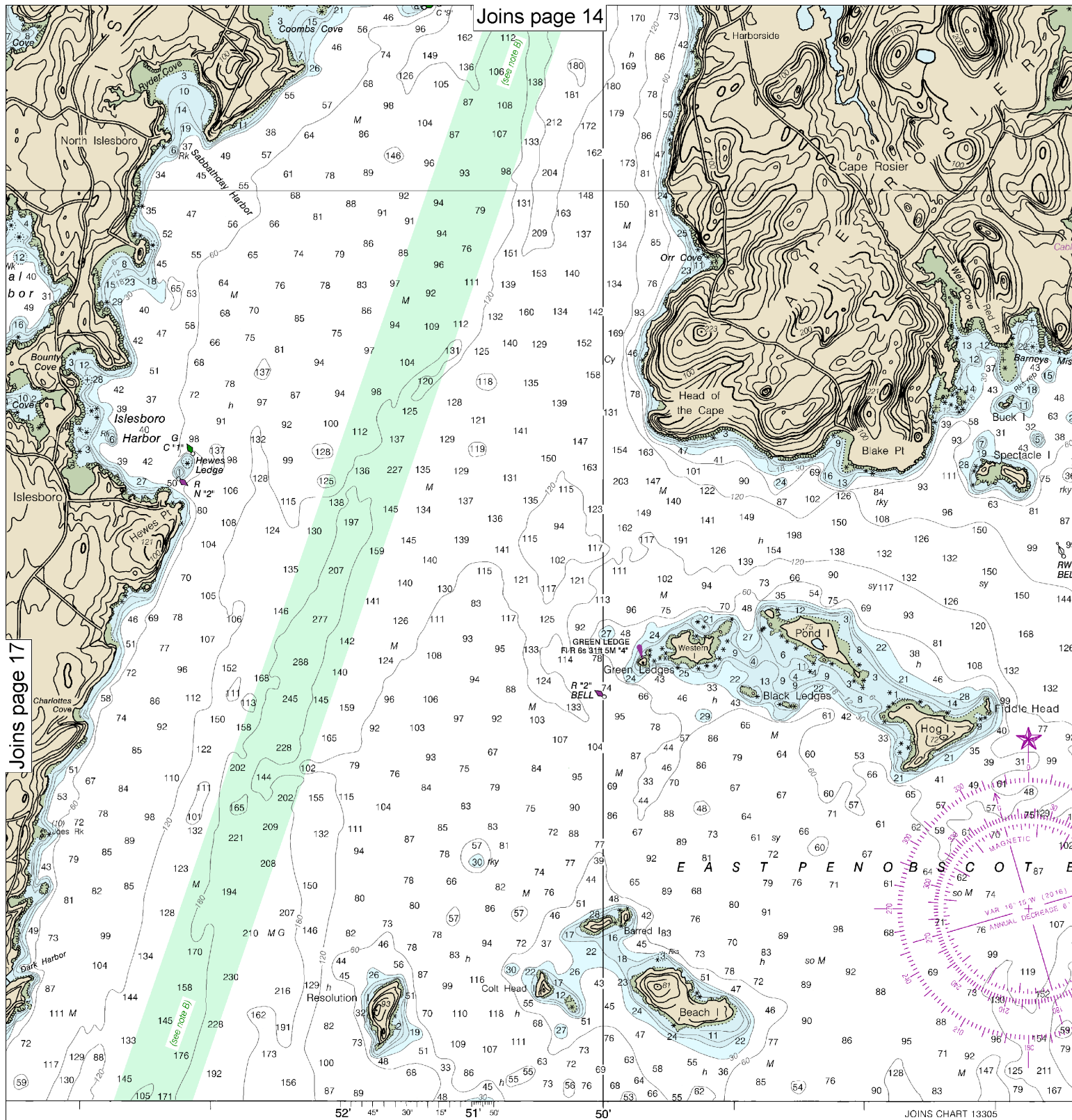
See Note on page 5.





IN FEET

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY



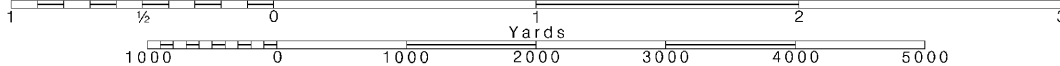
18

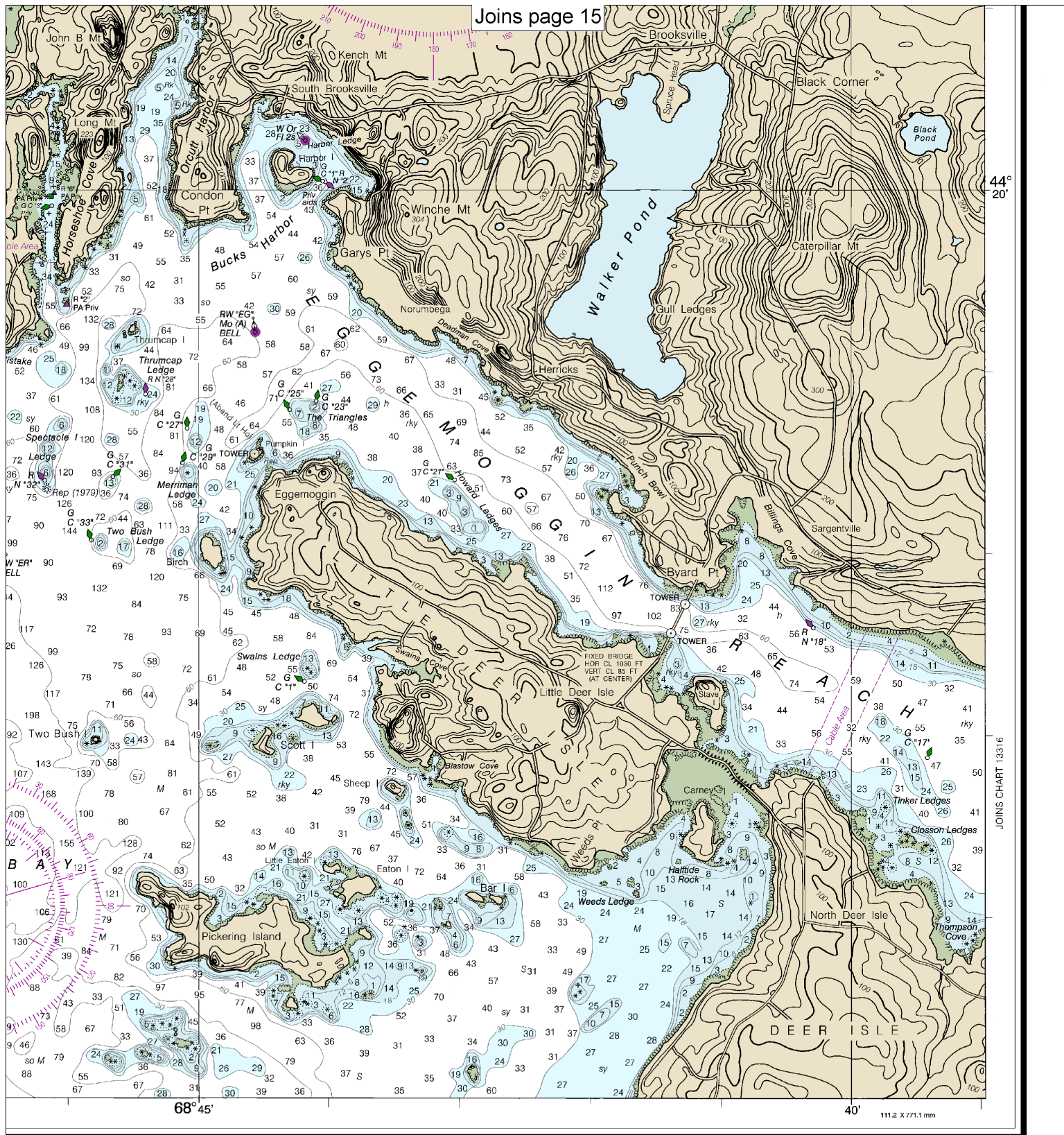
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Penobscot River  
SOUNDINGS IN FEET - SCALE 1:40,000

13309



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

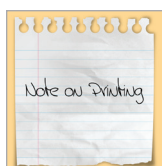
<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.